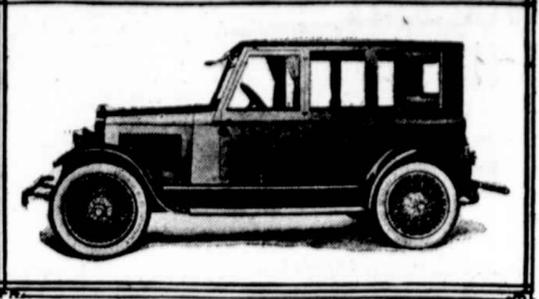
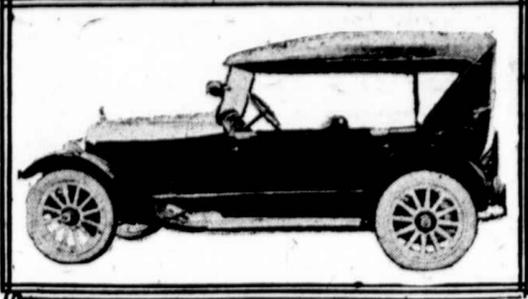
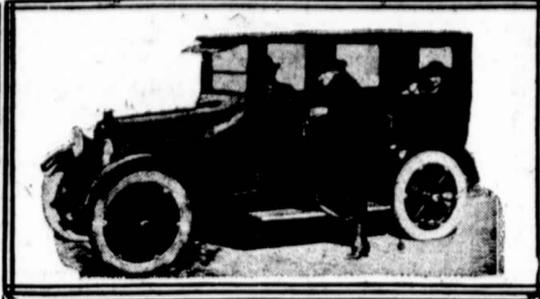
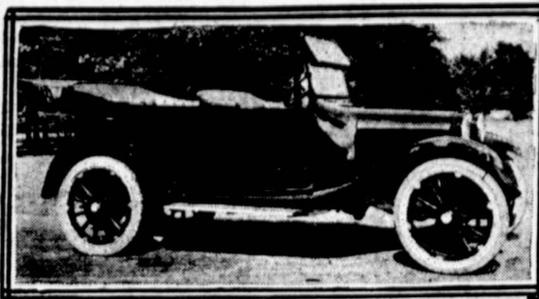


AUTOMOTIVE SECTION

LEGAL LIMIT ON INSURANCE POLICIES

AUTOMOTIVE SECTION



DUJIE. We are familiar with the general lines of the Dodge—but note the new slanting windshield. Represented by Semmes Motor Company, 1132-34 Conn. Ave. N. W.

CHEVROLET. The Chevrolet Sedan, a modest priced, enclosed-drive car. Represented by Chevrolet Motor Company of New York, Inc., 1218 Conn. Ave. N. W.

KLINE KAR. Well, "Jimmy" Kline built it—huf sed. Represented by Kenneth Frye, 2103 14th St. N. W.

METZ. Their slogan is "America's Most Complete Car." Represented by Lanza Motors Company, 2008 14th St. N. W.

LEGAL POINTS FOR AUTOMOBILE OWNER

By OUR LEGAL CORRESPONDENT. The development of the law relating to automobiles has been as phenomenal as the development of the automobile industry itself. Test books, statutes and court decisions that owe their existence to this comparatively new field of industry, and deal exclusively with it, represent the equivalent of many hundreds of volumes and actually amount to many hundreds of thousands of pages of printed material.

Jured. For any additional loss which the insured may be compelled to pay he has no claim against the insurance company unless he has made a special arrangement, based upon an extra premium. In a recent Ohio case in which such a provision of a policy came in question, it appeared that the motorist had injured a married woman, in consequence of which two suits were brought against him. One was brought by the woman, for compensation for her injuries. The other was brought by the husband, under the legal rule which entitles him to damages for the loss of the services of his wife and also for the loss of "consortium." A judgment for \$5,000 was obtained against the motorist in the woman's case and another for \$4,000 was obtained against him in the husband's suit.

affected by the accident were for less than \$5,000, no additional amount would be recoverable under the policy for damages which the motorist has been compelled to pay to the person indirectly affected, such as the husband or father of the injured person. In previous articles it has been pointed out that a motorist is liable for injuries sustained by a guest when he takes out driving, where the accident is due to the former's negligence. In a recent decision of the supreme court of Alabama, this liability is extended to a case in which an invited guest who was out driving with his host picked up a friend who was met on the road and had the latter accompany him and his host to the end of the journey. The friend so picked up was injured in accident which occurred during the trip, and in a suit brought by him against the owner of the car it was found that the accident was due to the owner's negligence, and the owner was held liable for the injuries.

5 per centum of the selling price, it appears that a number of sales were made by taking in exchange, in part payment, second-hand cars of other ones. In the forefront of accounts between the agent and the dealer by whom he was employed, the latter insisted that under a custom in the trade he was not called upon to make a settlement in the case of such sales, except where the second-hand cars had been re-sold by him, in which event his liability would be for the commissions on the amount obtained in such resales, plus the cash payments made when the agent effected his original sales. The agent denied knowledge of such a custom, and insisted upon immediate payment of the commissions upon the original selling price of all cars, regardless of the method of payment accepted by the dealer.

in a verdict for \$20, and the trial court refused to grant a new trial on the ground of the inadequacy of the verdict. Upon appeal the supreme court (it was an Alabama case) was unable to account for the situation, but promptly ordered a new trial. In most States no appeal will lie upon the mere ground that the damages are inadequate, which emphasizes the possibilities of injustice in such cases. With such situations constantly cropping up, what are we to think of the shibboleth that the jury system is the palladium of our liberties? If you are in doubt about any legal points relating to automobiles, write to E. J. Faulkner, Automotive Editor of The Washington Times.

PNEUMATIC TIRES AID 1911 TRUCKS

An old motor truck with a remarkable history—the first vehicle of the sort ever equipped with big pneumatic tires visited Washington on a tour arranged by the United States Tire Company, January 13 and 14. This old truck is one of the oldest in existence and its antiquated lines attracted immediate attention. It is on a trip which will take it on a journey of 10,000 miles through the Eastern part of the country. Big pneumatic tires were made first by the United States Tire Co. This company began experimenting with this type of tires in 1910, and in 1911 the first tires were made. They were placed on three Reliance trucks in Detroit.

equipped with the first of these tires ever made was still in existence and doing full service. Touring Country. The company has got possession of these trucks and two of them are now touring the country—one in the East and the other in the Middle West—to give motor truck owners visible proof that motor trucks run on pneumatic tires a long time. D. W. Hughes of the United States Tire Company, who accompanied the truck, in discussing the tour said: "Every truck owner knows that a truck which has given steady service since 1911 has something remarkable about it. The average life of a truck does not extend over any such period, and there are few, if any, trucks which were in operation in 1911 which did not find their way to the scrap heap long ago. "But every one of the three trucks which was put on our big pneumatic tires in 1911 is still in active duty. This means just one thing, that pneumatic tires add many years to the life of trucks. "These three trucks have not been babbled along with the idea of saving them for display purposes. They have been doing rugged service year after year at the plant of the Canadian Consolidated Rubber Company, Kitchener, Ontario, and it was only by accident that we learned they were still in existence. "The pneumatic tire has so many advantages for lightweight and medium weight trucks that I hardly know

where to begin enumerating them. Of course, they prolong the life of the truck and cut repair bills. They travel on air and save jar and vibration, and the cargoes they carry do not suffer breakage. They save easily one-third on gasoline and oil. The party is under the direction of D. W. Hughes of Hartford, who is an expert on truck tire construction and practice. Mr. Hughes has a war record of nearly two years spent in active fighting in the Royal Air Force and is one of the few men who have had the experience of falling a mile and living to tell the tale. Mr. Hughes enlisted with the Canadian forces and after receiving his training as a flyer was transferred to the British forces and saw very arduous service on the British front. About four weeks before the armistice his control apparatus was shot away in an air duel while he was on a scouting expedition. He plunged to the ground, but the force of his fall was broken by successive air bumps, and his only injury was a severe concussion of the brain, but his plane was reduced to kindling wood. After many months in British hospitals he returned to this country early this year and resumed his connection with the United States Tire Company. Mr. Hughes is accompanied by a staff of assistants who gave demonstrations of methods of mounting, demounting and inflating big tires. The local repair station of the United States Tire Company is in charge of J. P. Lamar, 930 Fourteenth street.

READY REFERENCE RECORD FOR AUTOISTS Keep it in your car

Advertisement for 'Ready Reference Record for Autoists' containing a grid of local business listings for various automotive services such as repairs, garages, and parts.